

The Hong Kong Daily Press

No. 1153 號三十五百零七號

日八月十年庚戌光

HONGKONG, WEDNESDAY NOVEMBER 10TH, 1880.

三三

號十月壹十英

港香

PRICE \$2 PER MONTH.

SHIPPING.

ARRIVALS.

November 8, Brig. American steamer, 477, A. M. McCloskey, Pakhoi 5th Nov., General Russell & Co.

November 8, DANTAE, Danish brig, 222, C. Poulet, put back, 22nd October, Coats, Captain.

November 9, RAPID, Siamese barque, 420, N. Heimann, Bangkok 26th September, Rice, Tung Li Long.

November 9, AMOR, British steamer, 814, Davies, Chinkiang 3rd November, General Stevens & Co.

November 9, CINGALE, British bark, 386, Pringle, Newchwang 28th Oct., Beans.

—CHINESE.

November 9, TRIO, Dutch bark, 263, Bakker,

Newchwang 25th Oct., Beans.—Siemsen & Co.

November 9, HECTOR, British steamer, 1,279, Billing, London 14th September, and Singapore, General.—BUTTERFIELD & SWINE.

November 9, ATRIA, British barkentine, 236, Knight, Newchwang 26th Oct., Beans.

JARDINE, MATTHEWS & CO.

November 9, WILLIAM MACKINNON, Dutch 734, H. J. SWAN, Amoy 8th November, General—JARDINE, MATTHEWS & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 9TH.

Quinta, German steamer, for Chinkiang, Douglas, British steamer, for East Coast, Charles T. Hock, British steamer, for Saigon, Mercury German bark, for Manila.

DEPARTURES.

November 9, AMOR, British str., for Canton, November 9, PALADIN, British steamer, for Shanghai.

November 9, DIAMANTE, British steamer, for Amoy.

November 9, WELLE, German steamer, for Holloway.

November 9, MANIDA II, German bark, for Chefoo.

PASSENGERS.

ARRIVED.

For Fung on str., from Pakhoi.—10 Chinese, For Amy, str., from Chinkiang, Mr. and Mrs. Murray, and 3 children.

For Hector, str., from London, &c.—Mr. Holmes, Messrs. A. W. Curtis, A. G. Smith, E. Vely, and 51 Chinese.

For William Mackinon, str., from Amoy.—Mr. Laird and 8 Chinese.

DEPARTED.

For Esmeralda, str., for Holloway, &c.—11 Chinese, for Holloway, Tungshing.—2 Chinese.

For Douglas, str., for East Coast, &c.—11 Europeans and 300 Chinese.

For Charles T. Hock, str., for Saigon.—350 Chinese.

REPORTS.

The Dutch bark Trio reports left Newchwang on the 23rd inst., and had moderate winds and fine weather throughout the passage.

The British steamship Hector reports left Newchwang on the 23rd instant, and had moderate winds and fine weather throughout the passage.

The British steamship Esmeralda reports left Pakhoi on the 5th instant, and had fresh N.E. breeze and pleasant weather all the way.

The American steamship Ping-an reports left Pakhoi on the 5th instant, and had fresh N.E. breeze and pleasant weather all the way.

The British steamship Amoy reports left Chinkiang on the 23rd instant, and proceeded down the Yangtze River, till the 21st, when it passed Wusong on the 22nd, from thence to Tungshui, light breeze and fine, clear weather, the minimum of the barometer was 29.78, had to lay to under bare poles for about 3 days. From the 4th instant had light N.E. northerly monsoon and fine weather to port.

SINGAPORE SHIPPING.

OCTOBER ARRIVALS.

27, Antonio, British steamer, from Foochow.

27, Konnara, British steamer, from Bangkok.

27, Sutan, British steamer, from Samrang.

27, Rosa, British steamer, from Soraibaya.

27, Gordon Brothers, Brit. bark, from Quinhai.

27, Sutan, British steamer, from Bangkok.

27, Antonio, British steamer, from Amoy.

27, Antonio, British steamer, from Pakhoi.

27, Antonio, British steamer, from Bangkok.

NOW ON SALE.
THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, &c.
FOR 1886.
 With which is incorporated "THE CHINA
 DIRECTORY".

This Work, the ONLY one of the kind in China or Japan, is now in the

Eighteenth Year
 of its existence, and is NOW READY FOR SALE.
 It has been compiled from the most AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE, both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

It contains a DESCRIPTION of and DIRECTORY for HONGKONG, MACAO, PAKHOI, HOUTONG, WHAMPAO, CANTON, SWATOW, ANGLO, TAKAO, TAMSU, TEE-LUNG, FOOCHOW, WENCHOW, NINGPO, SHANGHAI, CHINCHIANG, KIUKIANG, WUHU, HANKOW, ICHANG, CHEPHO, TAKU, TIENTSIN, NEWCHANG, PEKING, NIAGASAKI, KORE (HIGO); OSAKA, YOKOHAMA, NIIGATA, HAKODATE, MANILA, ILONGGO, CEBU, SAGON, CAMBODIA, HAIPHONG, HANOI, BANGKOK, and SINGAPORE, as well as condensed accounts of China, Japan, the Philippines, and the Ports of ANAM.

The Work is embellished with the following Plans and Maps—Chromo-lithograph Plan of VICTORIA, Hongkong, or CANTON, the FOREIGN SETTLEMENTS at SIANGKHAI; a Chromo-map of the CODE OF SIGNALS in use at VICTORIA PEAK; and Maps of the COAST of CHINA and HONG-KONG.

"The Chronicle and Directory for China, Japan, and the Philippines," is published in Two Volumes—Complete at \$3; or with the Lists of Residents, Port Descriptions and Directories, Plan of Victoria, and Code of Signals, at \$3.

Orders for Copies may be sent to the Daily Press Office, where it is published, or to the following Agents:—

MACAO..... Messrs. A. A. de Mello & Co.
 SWATOW..... Messrs. Campbell & Co.
 AMOY..... Messrs. Wilson, Nicholls & Co.
 FORMOSA..... Messrs. Wilson, Nicholls & Co.
 FOOCHOW..... Messrs. Kelly & Walsh.
 SHANGHAI..... Messrs. Heale & Son.
 NINGPO..... Messrs. Kelly & Walsh.
 TIENTSIN & KIAO..... Messrs. Hall & Holt &
 KIY RIVER..... Messrs. Hall & Holt, Shanghai.
 NAGASAKI..... The C. and J. Trading Co.,
 OSAKA..... The C. and J. Trading Co.,
 YOKOHAMA..... Japan Gazette Office.
 Daily Press Office, 13th January, 1886.

NOTICE.

A. S. WATSON AND CO.,
 FAMILY AND DISPENSING
 CHEMISTS.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of EDINBURGH,
 WHOLESALE AND RETAIL DRUGGISTS,
 PERFUMERS.

PATENT MEDICINE VENDORS,
 DROUGHTS AND SUNDRY,
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 AERATED-WATER MAKERS.

SHIP'S MEDICINE CHESTS REFITTED,
 PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or
 HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but an evidence of good faith.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

BIRTH.—On the 8th November, at Nankin-side, the wife of Mr. J. M. Amerson, of a daughter.

1781

The Daily Press.

HONGKONG, NOVEMBER 10TH, 1886.

ALTHOUGH the general impression is that there will be war between Russia and China, yet there is still a sense of uneasiness among the native merchants and traders, which tends to restrict business and make trade dull. So many and such conflicting reports have been circulated as to the intentions and disposition of both Governments that little value can be placed on any statement which is not official. The best and surest indications of the way the political wind is blowing are to be found in the movements of the two Powers. It is true that negotiations are proceeding, and some persons prefer to be sanguine of the results. A Shanghai contemporary indeed gives currency to a Chinese report that a settlement of the Kuldja difficulty has been effected, but the conditions mentioned are not much more favourable than Russia would be likely to concede that we can place to reliance upon it. What is patent to all the world is that a large Russian fleet is in Pacific waters, where it will obviously remain for the winter. Large reinforcements of troops have been sent out to Vladivostock, and quantities of war material collected there. Preparations for a contest still go on, and more men-of-war are on their way out from Europe. The Russians mean business unless the Kuldja dispute is settled according to their ideas, and no relaxation of the conditions of the Treaty of Livadia is likely to be agreed to by them. In fact, it is openly stated that the Russian Government demand a full indemnity for all the costs of their war preparations, and this will mount up to a good round sum. Nor, while it is clear that Russia is not in a most conciliatory mood, is it by any means certain that the Authorities at Peking are disposed to throw up the sponge. It has been asserted more than once that the peace party has gained the ascendancy in the Imperial Councils, but there is no absolute proof of this, and more bold assertion will not count for much in view of the increasing and active though quiet exertions made to oppose force by force. A large Chinese army is camped near Newchwang, another in the vicinity of Tientsin, and troops are being collected, at

the various points where attack is most to be feared. The Chinese officials are, moreover, industriously buying up all available arms and ammunition obtainable at short notice. Of course they will not be foolish enough to precipitate matters, but they are getting ready for eventualities, and there are some who believe that the Chinese Government have intended to fight it out. Whatever the intentions of the Peking Authorities, they manage to keep them pretty close. They may, and there is reason to think they do, sincerely regret their action in flouting Russia by rejecting the Treaty of Livadia, but it would be a bitter pill for mandarin pride to swallow to have to virtually confess as much. And there can be no doubt that Russia will conciliate little if any, even if she desires peace, while in substance she is certain to ask for considerably more than Chiwo How's treaty gave. We should be glad to believe that the Kuldja difficulty had been amicably and satisfactorily settled, but, until there is more reliable information to hand, than native rumour, must decline to credit such a report. Negotiations with the Chinese proceed, as slowly that it may be several months before anything definite is settled. Meantime we can only hope that war may be avoided, and the present state of suspense speedily concluded, as it materially interferes with foreign commerce with China.

Ir would seem that Mr. GRANVILLE SMITH, the St. Petersburg correspondent of the *Cologne Gazette*, says that, in spite of the peaceful feeling which has been exhibited on both the Russian and the Chinese side with reference to the Kuldja question, fears of an eventual conflict have not yet disappeared. The news from the frontier, indeed, sounds very warlike. The Russians are carrying on their armament on a great scale, and a telegram from General Lawasoff, received last week, is to be believed, a Chinese army is now on the way to the frontier, and, accompanied with the natives, who are Chinese, but hostile to China, have taken place.

Considerable anxiety is felt for the safety of the crew of the *Gazette*, as by the latest papers of Japanese nothing had been seen of that vessel, which was spoken by the *Times*. A report was made last night that a telegram had been sent to the Chinese Immigration office, to restrain the influx of Chinese into the colony, only three members voting for it.

The opinions expressed during the debate were not in favour of Chinese immigration, but a desire was shown not to unduly restrict it, especially as few Chinese were attracted to South Australia, primarily through the native rumour, must decline to credit such a report. Negotiations with the Chinese proceed, as slowly that it may be several months before anything definite is settled. Meantime we can only hope that war may be avoided, and the present state of suspense speedily concluded, as it materially interferes with foreign commerce with China.

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A LARGE TORPEDO BOAT.

The largest torpedo boat in the Baltic, the *Tordenskjold*, was launched at Copenhagen on 20th September, in the presence of the Crown Prince. It is 50 feet long, 10 feet wide, and 3 feet deep, has a crew of 21, and costs £2,700 tons; indicated horse-power 2,300, speed about 15 knots; draft about 4ft. 6in. The boat is covered with four inch steel armour, laid on horizontally instead of vertically (as usually is the case), besides a belt of cork. She is divided into 22 watertight compartments, carries two 12-inch Whitehead's torpedoes, and is armed with 12-inch Krupp guns. The cost of building or Goods stored therein, at Current Local Rates, subject to a discount of 20% on the premium.

INSURANCES.

ROYAL INSURANCE COMPANY.
The Undersigned Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., Agents, Royal Insurance Company.

Hongkong, 27th March, 1880. [18]

QUEEN FIRE INSURANCE COMPANY.
The Undersigned are prepared to GRANT POLICIES AGAINST FIRE, to the extent of 45,000 Dollars, on Buildings, or Goods stored therein, at Current Local Rates, subject to a discount of 20% on the premium.

NORTON & Co., Agents.

Hongkong, January, 1876. [18]

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$85,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [18]

PHOENIX FIRE INSURANCE COMPANY.

The Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$30,000, on Buildings or Goods stored therein.

DOUGLAS LAPRAIK & Co.

Hongkong, 9th November, 1868. [18]

GERMAN LLOYD MARINE INSURANCE COMPANY LIMITED, OF BERLIN.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES ON MARINE RISKS to all parts of the World.

SIEMSEN & Co., Agents.

Hongkong, 6th February, 1879. [275]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

Risks accepted, and Policies of Insurance at the rates of Premium current as at present issued to grant Insurances as follows—

JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st November, 1871. [616]

LE CHECLE TRANSPORTS, SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED..... 15,000,000 French Capital PAID UP..... 8,750,000 French

The Undersigned, having been appointed Agents of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 28th September, 1880. [1852]

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling. OF WHICH IS PAID UP..... £100,000 Sterling. RESERVE FUND UPWARDS..... £120,000 Sterling. ANNUAL INCOME..... £20,000 Sterling.

The Undersigned have been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSEN & Co., Agents.

Hongkong, 1st January, 1871. [187]

PHENIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty percent (20%) upon the Current Local Rates of Premium will be allowed on all premiums charged for insurance; such discount being deducted at the time of the issue of Policy.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
LONDON, via SUEZ CANAL	Petroski (str.)	M. R. White		Battlefield & Swire	On or about 17th inst.
LONDON, via SUEZ CANAL	Glenbury (str.)	B. Quarterly		Jardine, Matheson & Co.	On or about 27th inst.
LONDON	Kolzen	A. Tribe	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
LILLE & HAMBURG	Agnes Muir	Lowe	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Olaf (str.)	Coome	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Tilton	Kolzen	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Sumatra	John R. Stanhope	Hongkong	O. & S. N. Co.	On 13th inst., at 8 P.M.
NEW YORK	Belgic (str.)	Charles Stewart	Hongkong	David Son & Co.	To-day, at Noon.
NEW YORK	Portuguese (str.)	Archie A. Green	Hongkong	P. & O. S. N. Co.	On 17th inst., at 4 P.M.
SINGAPORE, PENANG, &c.	Magellan	George (str.)	Hongkong	P. & O. S. N. Co.	To-day, at 4 P.M.
BOMBAY, via STEAMERS	Zambesi	Hector (str.)	Hongkong	Requelles & Co.	On 13th inst., at 4 P.M.
BOMBAY	Amoy	A. Simpson	Hongkong	Russell & Co.	On 13th inst., at 4 P.M.
MANILA, via AMOY	Blanco	D. Cullen	Hongkong	Jardine, Matheson & Co.	On 12th inst., at Noon.
MANILA	Diamante	Swart	Hongkong	Messageries Maritimes	To-day, at 7 A.M.
YOKOHAMA	Homery	Hector (str.)	Hongkong	Battlefield & Swire	On or about 10th inst.
YOKOHAMA, via KOBE	Dithlessen	David Son & Co.	Hongkong	Mitsubishi Mail S. Co.	On 13th inst., Daylight.
YOKOHAMA, via NAGOYA	Albion	E. Abbott	Hongkong	P. & O. S. N. Co.	On or about 11th inst.
SWATOW, AMOY, &c.	Fenton (str.)	McCaslin	Hongkong	Douglas Lapraik & Co.	On 13th inst., at 6 P.M.

VESSELS ON THE BERTH.

FOR NEW YORK, VIA SUEZ CANAL
THE Danish Steamer
"OLAF," shortly due, will have immediate despatch for the above Port.
For Freight, apply to RUSSELL & Co.

MAILS EXPECTED.

THE ENGLISH MAIL.
The P. and O. steamer *Ansonia*, with the next English mail, left Singapore at 6 A.M. on the 6th, and may be expected to arrive here on the 12th instant.

POST-OFFICE NOTICES.

THE AUTHORIZED LIST OF MAILED ISSUES IN CONNECTION WITH THIS PAPER IS THE ONE PUBLISHED TWICE EACH DAY IN OUR EXTRA, WHICH IS ALWAYS CORRECTED TO A MUCH LATER HOUR THAN THAT GIVEN BELOW.

1. MAIL, WILL, 1880.

For Siam.—Per C. T. Hook, to-day, the 10th instant, at 11.30 A.M.

For Amoy and Manila.—Per Envoy, to-day, the 10th instant, at 3.30 P.M.

For Bangkok.—Per Danube, to-morrow, the 11th instant, at 3.30 P.M.

For Swatow, Amoy, Tamsui, and Taiwan Foo.

For Pekin, to-morrow, the 11th instant, at 5 P.M.

For Japan, via Kobe.—Per *Kokonoshe*, on Friday, the 12th instant, at 5 P.M.

His Excellency the Governor is pleased to order, under Section XII. of the Post Office Ordinance, 1878, that the Late Fees charged on Correspondence posted after certain hours for Europe, America, the Australian Colonies, Shanghai, &c., shall be 10 cents, instead of 15 as hitherto.

MAILS BY THE FRENCH PACKET.

THE FRENCH CONTRACT PACKET "YANGTSE," will be despatched on WEDNESDAY, the 10th November, with Mails to and through the United Kingdom and Europe via Naples; to Sicily, Malta, and Gibraltar; to Suez, Aden, Egypt, and the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

MAILS BY THE BRITISH PACKET.

THE BRITISH CONTRACT PACKET "ZAMBESI," will be despatched on WEDNESDAY, the 17th instant, with Mails to and through the United Kingdom and Europe, via Brindisi; to the United States, Canada, Burma, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. N.B.—This Packet carries no Mails for the Australasian Colonies.

HOURS FOR CLOSING THE CONTRACT PACKETS.

THE ENGLISH MAIL, 11.30 A.M. NOTICE OF DEPARTURE.

NOON. Money Order Office closes.

2 P.M. Registry of Letters ceases. Posting of all Printed Matter and Patterns ceases.

3 P.M. Mails closed, except for Late Letters.

3.10 P.M. Letters may be posted with Late Fees of 10 cents until 3.30 P.M., when the Post Office closes entirely.

3.40 P.M. Late Letters may be posted on board the Packet with Late Fees of 10 cents until time of departure.

THE FRENCH MAIL.

TUESDAY, 5 A.M. Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

WEDNESDAY, 7 A.M. Post Office opens.

10 A.M. Registry of Letters ceases. Posting of all Printed Matter and Patterns ceases.

11 A.M. Mails closed, except for Late Letters.

11.10 A.M. Letters may be posted with Late Fees of 10 cents until 11.30 A.M., when the Post Office closes entirely.

11.30 A.M. Late Letters may be posted on board the packet with Late Fees of 10 cents until time of departure.

THE FRENCH MAIL.

TUESDAY, 5 A.M. Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

WEDNESDAY, 7 A.M. Post Office opens.

10 A.M. Registry of Letters ceases. Posting of all Printed Matter and Patterns ceases.

11 A.M. Mails closed, except for Late Letters.

11.10 A.M. Letters may be posted with Late Fees of 10 cents until 11.30 A.M., when the Post Office closes entirely.

11.30 A.M. Late Letters may be posted on board the packet with Late Fees of 10 cents until time of departure.

THE FRENCH MAIL.

12.15 P.M. Registry ceases.

2.15 P.M. Post Office closes, but Letters for Union Countries may be posted on board the Packet with Late Fees of 10 cents extra postage until the time of departure.

Correspondence for North-West Indies and Far East cannot be sent by this route.

RESERVATIONS AS TO SHIPMENTS AND SALLOWS.

LETTERS.

1.—Privates in H.M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not Superior-in-charge or First Class) or School-mistresses may send half-race letters to the United Kingdom via Brindisi or via Marsailles to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

2.—All such letters prepared at the former Office named above, will be forwarded to or from the United Kingdom by private steamer and not by the mail packets.

3.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.

4.—Private steamers leave Hongkong for London about every ten days, and are from six to seven weeks on the voyage.

5.—The letters must not exceed half an ounce, and may be sent in a small envelope.

6.—From a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.

7.—If to a Soldier or Sailor, his class and description must be made on RETURN PASSENGER TICKETS.

8.—Officers and Sailors have no privileges with regard to books or papers, nor can they be prepared with Imperial Stamps.

9.—But not Warrant Officers, viz.—Assistant Engineers, Gunners, Boatmen, & Carpenter.

LETTERS FOR THE UNITED STATES BY MAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not obliged to carry a mail, if it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 8 cents per half ounce as usual. The Office then takes the duty of obtaining a notice of departure, and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

10.—From a Soldier or Sailor his class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full.

11.—Letters may be sent to the Collector of Customs, San Francisco.

12.—

